BARR WEATHER

Capt. Barr is at his best sailing under such conditions as prevailed yesterday. He seemed to smell every favorable puff, and with delicate skill took advantage of each one, lifting the Reliance out surely to weather of the challenging yacht.

Away off to the westward an ugly squall seemed to be making up. Heavy black clouds screened the land, and the whitesided yachts that were sailing in the western division stood out in marked contrast to this background.

By 11:25 the Reliance had worked well to windward of the Shamrock's wake. Shamrock's larger jib topsail was evidently heading her off, and Capt. Wringe ordered it taken in. The men went out on the bowsprit, doused the sail quickly, and in three minutes another one had been sent up in its place. But even this was a little larger than that carried on the Reliance.

weather quarter of the Irish boat. Then the Reliance got a puff that gave her quite a noticeable lift, but it lasted only a few seconds, and then she fell off again, heading the same way as the Shamrock.

At 11:30 the rain squall broke. It had looked ugly, but fortunately for everybody there was very little wind in it. The rain came down in torrents. It screened the yachts in the western division, so that they were completely hidden from sight from the boats that were sailing further off shore; and as the rain fell harder and harder those on the excursion steamers and other boats that were following the racers lost sight altogether of the racing yachts.

For half an hour it rained steadily. There was a little more wind than there had been before the rain came, and the yachts made better progress, both heeling a little more, so that the crews were shifted from the leeward to the windward side.

SHAMROCK OUTPOINTED.

At noon it lightened up, and it was seen that while the Shamrock had footed fast she had not pointed as high as the Reliance, and Reliance was quite a little to windward of the challenging boat. Shamrock was shead in the direction in which they were sailing, but she was not far enough ahead to tack and cross Reliance's bow.

The clouds gave promise of clearing away only for a few minutes, and then the rain came down harder than ever and fog shut in with it, so that it was impossible to see the racing yachts from the committee boat, which was only a quarter of a mile astern. This shower lasted for ten minutes, and when the fog and rain lifted again a slight shift in the wind to the westward gave the Reliance a lift which placed her about a third of a mile off the weather quarter of the Shamrock.

Capt. Wringe abandoned all efforts to point with the Reliance, and gave the Shamrock a hard full to let her foot. On the Reliance Capt. Barr was pinching so that her jib topsail was constantly shivering in the wind. It is an old trick of his, and he always seems to make his boat profit by it, although many experts think he would do better if he let her foot faster and keep her headsails drawing all the time. At 12:19 Capt. Wringe threw the Sham-

rock about on the port tack. The Irish boat went about quickly, spinning around on her heel, and the crew got the jib topsail down in lively style. She had held the starboard tack a little over an hour and 17 minutes, and in that time had not sailed more than five miles.

The two vachts were drawing together opposite tacks, but the Reliance crossed he bow of the Shamrock and held on some distance before she tacked, Capt. Barrouting her about at 12:20:25. He had butting her about at 12:20:25. He had held on too far to get the Shanrock under his lee, and as the Reliance tacked Capt. Wringe gave Shanrock a good full and let her foot again, so that she soon drew clear, and then began to nip her up. Barr bore down on Shanrock with Reliance in order to check her headway, but failing to do this bogen to nipel, again in order to work out. began to pinch again in order to work out

In under the land the wind was hauling to the westward. It was evidently Capt. Wringe's idea to get into it as quickly as possible, for if Shamrock could get it first she would gain quite an advantage. Sham-rock pulled clear through the lee of the Reliance, and footed very fast in the light ir, but the westerly wind soon backed the southward again, and as there was no particuar advantage in standing in to shore at 12:45 the Shamrock was put bout on the starboard tack.

In tacking the jib topsail sheet

slacked up so suddenly that at first it looked as though the sail had carried away. The yacht spun round on her heel again and the crew trimmed the sheet down smartly, and opposite tacks.

This time they were much closer, but the Reliance crossed with a slight margin and then tacked on the Shamrock's weather bow. They were heading out to the southward and eastward again, and the same tactics were repeated. Shamrock was sailed with a good full and allowed to foot fast, while the Reliance was pinched close on the wind, and inch by inch improved her

and at 12:57:20 Shamrock took the port tack. The Reliance followed 15 seconds later. The wind had fallen very light in the last few minutes, and the Reliance had worked out to a position about a fifth of a mile to windward of the Shamrock. At these tacks were to be shamrock. times the wind was so light the sails hung limp, just the club topsails and the jib top-sails of the two big boats catching the light airs that were drifting along. They held well in toward the Jersey shore this time, and at 1:23:40 both took the starboard tack. RELIANCE IN THE LEAD.

The Reliance was half a mile in the lead. She had drifted along over the water, which she had an oily appearance in a way that was almost marvellous. Being the leading boat she had naturally been favored by the shifting of the wind as it swerved from point to point, and had got the first of any little zephyr that drifted across the water. The crews were again lying along the lee rails so that the boats heeled to leeward. They had got into an absolutely calm spot and the prospects of finishing the race within the time limit were very slim. They had been out nearly two hours and a half, and the mark boat was nowhere in sight.

At 1:29 Reliance's baby jib topsail was

run down and in just two minutes another slightly larger one was set in its place. Or the Shamrock a similar change was made but it took the British sailors longer than the Yankees to make it. The jib topsail she set was a little larger than the one carried on the Reliance.

A long roll was coming in from the south-east, and the two yachts were lifting and pitching in the swell. Reliance's flat bow slapped the water hard, and her boom and gaff swung idly, slatting the sails to windward. Shamrock was not bothered as much as the American boat. Her easy bow dropped into the water without much pounding, and she kept her sails drawing etter than those of the Reliance.

The wind again had gone to the westward.

what little there was of it, and what little there was of it, and the guide boat away down to the southward had turned, showing the end of the course. At 1:59 the Reliance took in her fore staysail. She was then off Long Branch, and two minutes and a half later a balloon fore staysail of light material was set flying. She had found a light air that filled this sail, and she began to draw ahead again, while the Shamrock, half a pointing nearly as high as the American

They were then three miles from the turning mark. Another change in the wind, a shift more to the west, let both boats head up considerably. Shamrock lowered away her jib topsail and set

a small balloon jib topsail in its place, and then ran down the jib and fore staysail. The big sail filled well, but the yacht was headed away off her course in order to keep her drawing, and while she was footing better with this canvas she was not sailing nearly so high as the Reliance. At 2:10:40 the Reliance took in her jib topsail, and four minutes later broke out a balloon which had been sent up in story, and she too. was had been sent up in stops, and she, too, was

A CURIOUS SPECTACLE. The two boats were trying to sail to windward with balloons, and the spectacle was a curious one. Reliance had improved her lead, so that she was her lead, so that she was nearly a mile ahead of the Shamrock, and she was slowly drifting along toward the turning mark, carrying one little puff after another, while the fickle zephyrs were carefully avoid-ing the challenger, leaving her to bob and courtesy on the swell. Then the wind went more to the south again, and Reliance was headed off, and then they got in the dol-drums, and just drifted with the current

that sets along the Jersey shore.

The fleet of following steamers had collected around the turning mark, and were rolling in the sea, much to the dis-comfort of many who were not accustomed While the Shamrock had been without her headsail the Reliance improved her position very much, and drew up on the drawing, while that of the Shamrock was drawing, while that of the Shalmrock was constantly hanging limp without any air in it at all. Then a little later the Reliance would find a soft spot, and the Shamrock, picking up a little air, would head up and begin to crawl after the defending yacht.

The Reliance took the port tack at 2:54, and she held on that tack, heading in toward the Jersery shore, until 3:96, when

ward the Jersey shore, until 3:06, when she went about again on the starboard Shamrock in the meantime held on

to the starboard tack, taking the wind as it came and making the best of it. 3:20 o'clock the Reliance got a nice At 3:20 o'clock the Reliance got a nice little breeze from the northwest, which enabled her to head up toward the mark and begin to foot fast. There was no chance of the boats finishing within the time limit, but the Regatta Committee waited patiently for the yachts to come plang evidently wanting to see how far

waited patiently for the yachts to come along, evidently wanting to see how far they could get under the conditions.

The Reliance set her fore staysail, and as she approached the mark she luffed, so that her balloon was aback in an effort to pinch up as closely as possible to it. AROUND THE MARK.

When abeam of the mark the balloon ib topsail was run down and she hauled the wind and passed the mark at 3:37:30. Taking the port tack, she set her jib and started to reach back toward the Sandy Hook lightship, fifteen miles away. It had taken her 3 hours 35 minutes 43 seconds to sail fifteen miles to windward. This time gives some idea of the flukiness of the weather outside Sandy Hook yester-

The Shamrock at this time was about a mile astern, and it was some minutes before she got the breeze that had favored the Reliance. When she did, she began to reach along quite fast, and the two boats passed each other, Shamrock reaching for the outer mark and Reliance heading for

SHAMROCK OUT OF THE BACE. shamrock out of the Bace.

The Shamrock a minute later hauled on the wind, lowered her balloon jib topsail, tacked and gave up the race. There were only forty-five minutes left before the time limit expired, and it was useless to try and continue the race. For a minute or two it looked as though Capt. Wringe was going to try what the Shamrock could do with the Reliance on a reach, but as soon as the balloon had been stowed a man was sent aloft. loon had been stowed a man was sent aloft and the club topsail was lowered to the

At 3:50 the Reliance signalled for her tug, the Guiding Star, her club topsail was low-ered, and the race was off for the day.

The fleet of steam yachts, excursion steamers and tugs headed for Sandy Hook. Big clouds of black smoke belching from the stacks of the different vessels showed that no time was to be lost in getting home. Impromptu races were started. The Kanawha went after the Noma, and after a short tussle with that boat took the lead and then sailed for the Corsair, which was heading for the harbor and going as fast

as possible.

Many of the big excursion steamers went over to the Erin, in order that those on board might have a look at Sir Thomas Lipton. The crowds on these steamers cheered and the whistles tooted, and Sir Thomas raised his hat to those who had made out above the gray of the fog it was quite a little time before anybody seemed to be able to tell which was which. As the outlines became clearer nobody could tell which boat was ahead. Sir Thomas, in a to see his yacht try to win the

America's Cup. NOT MUCH TO JUDGE FROM. The trial yesterday showed very little. In the early part of the race boats had about the same wind, although boats had about the same wind, although it was very light, there was very little to choose between them. The Reliance appeared to point a bit higher than the British boat, but Shamrock footed very fast under the conditions. There was rarely sufficient wind, even if it had held steady, to have sent the wachts over the course within the sent the yachts over the course within the time limit.

Admirers of the Shamrock can get some consolation out of races that have been sailed in former years for the America's Cup. In 1893 the Vigilant and Valkyrie II. tried to make a race over a windward and leeward course down the Jersey coast under weather conditions very similar to the that prevailed yesterday. They failed wake a race, but at the turning mark the Valkyrie II. was nearly three miles in the lead. The Vigilant won the Cup. In 1899 lead the Columbia and Shamrock I. made several attempts at races, and in the majority of the flukes the Shamrock was in the lead, but the Columbia won the Cup. Two years ago, in the first race, the Columbia was several minutes ahead at the first mark. and in another fluke the Shamrock was just as far ahead at the same point. The Columbia won the Cup that year, but only seconds separated the yachts at the finish in two of the contests.

The vachts will start again to-morrow morning from the Sandy Hook lightship to try to sail the first race of the series. It was tantalizing yesterday that after the yachts had given up the contest the breeze freshened up and held true for the remainder of the evening.

A WORD FROM ISELIN. And One From Sir Thomas-Neither Side Disappointed.

C. Oliver Iselin was seen on board the Sunbeam last night. He admitted that the race had been fluky and uninteresting. but added: "I have seen nothing to-day to shake

my confidence in the Reliance, and still think she will successfully defend the Cup."
As Sir Thomas Lipton was bidding his

guests good-by on the Frin at the Hook he said: "No. I am not in the least disappointed with my boat or its efforts to-day. The wind was so variable that neither boat had a

good chance, and particularly mine, with the smaller sail area. Wait till we get a good breeze. The two single-stickers arrived at the

Hook after 6 o'clock. The captains of both boats refused to talk for publication. GOING AGAIN TO-MORROW.

As Big a Fleet of Excursion Boats as Be-

fore Off Down the Bay. There will be no diminution in the number of the excursion fleet carrying sightseers down the bay on Saturday, the next race day.

The Coney Island boats will start from their West Twenty-second street pier at 9 A. M., stopping at Pier 1. Later in the day a special boat will run down for the faish, leaving the uptown pier at noon.

The big Sound steamers Plymouth and Richard Peck will leave their piers at 9 and 9:30 A. M., respectively. The Al Foster and the Angler will start from East Twentysecond street at 8:05, stopping at the Bat-tery. The John Sylvester, leaving the foot of Beekman street at 9 A. M., will also

stop at the Battery.

The Grand Republic will sail from West Twenty-second street at 8:45 A. M., touchthe Battery at 9:15. Her sister boat, the General Slocum, will make a trip to the finish, leaving West Twenty-second street at noon and the Battery at 12:30.

The Maine Steamship Company's Manhattan will leave Pier 32. East River, at 9 o'clock. The Shinnecock will leave the foot of Well street at 1:35 and the Williams.

neats all the flukes of the world. I never in all my experience saw such a fluky race. In a steady breeze with a roll like that of to-day, the narrow bow of Shamrock would have told to her advantage.

Commodore Penchen of the Royal Canadian Yacht Club: Wringe had the best of the start; up to the time our view of the boats was shut off Reliance hadn't gained an inch. After that the wind became fluky and it was simply luck. The most 9 o'clock. The Shinnecock will leave the foot of Wall street at 9:15 and the William Storie will leave the Battery at 9:15. an inch. After that the wind became fluky and it was simply luck. The most

encouraging thing was the excellent hand-ling of Shamrock. For the first time since SAILING WITH SIR THOMAS. Shamrocke have been coming to this country one of them has been sailed for what she

JOYFUL DAY FOR 200 FOLKS was worth. Ex-Lieut.-Gov. Woodruff, who wore a beau ABOARD THE ERIN. tiful blue yachting suit and a plain waist-coat and a cap of surpassing silken fineness: It was no test in my judgment. No test at

And the Irish Baronet Still Has Confi-Vice-Commodore J. H. Flagler of the Atlantic Yacht Club said that the contest dence in His Shamrock-What He and Other Marine Sharps, Including Tim afforded no line on the qualities of the Woodruff, Have to Say About the Race. Sir Thomas Lipton saw nothing in yester-

istically roguish smile:

ever the race had to be called off."

he let the inference sink in.

that I've got the best boat."

of Louisville.

to use it.)

Sir Thomas's genial eye flashed swiftly

"As to this day," he continued, "when

along the circle of faces about him, while

the fog came down, the Shamrock was be-

calmed. The wind was very fluky after

that and Shamrock got very little of it

At one time, as you all noticed, the wind

changed-its direction so that it was almost

opposite to what it was at the start. When

the wind was blowing honest and square

Shamrock held her own. I am more con-

fident than when we started this morning

Britishers in his little audience. Facing

Sir Thomas was Henry Watterson, the Sage

most impressive and cordial tones, "May

God grant that you have the best boat

It will make for sport; it will make for better

international relations; and it will make

for Sir Thomas Lipton, whom we all adore

(That's a strong word 'adore'; I meant

his salutations across the table to Mr.

Everybody cheered. Sir Thomas waved

Sir Thomas was not allowed to go back

to the two score ladies (who seemed to

regard his rounds among them as the only

practicable antidote to the horrible ground

Lord Trimlestown, eighteenth Baron of

Trimlestown, whose Irish title dates

from 1461, but who has sailed before the

mast in the merchant marine and has had

navy experience, is full of thoroughly

Irish enthusiasm. He was very sure that

Sir Thomas was a native of Ireland. He

was so sure that when he offered to bet

arguing with him backed down inconti-

nently. Sir Thomas was asked to settle

"I was born in Glasgow, Scotland," said

Sir Thomas. "My parents, who were

Irish, were on their way to America to

fellow-countrymen. I was born while

"Never you care," said Lord Trimles-

town. "Because a man is born in a stable,

There were two distinct periods of some

true."
After the squall struck the racers there

was a period of nearly an hour when neither of the yachts was visible from the deck of the Erin. When at last their topsails were

black sou'wester hat, a long black slicker

tache, ran up to the bridge and down again and consulted nervously with Lieut. Takeshits, the Japanese naval attaché:

the Earl of Shaftesbury, Col. F. D. Weill and others of his more intimate friends. They

tried to assure him that Shamrock was

Then we'll know something worth know

When Shamrock came about it looked

to everybody on the forward deck of the Erin as though the British yacht were going to cross the bows of Reliance. His friends began to clap Sir Thomas on the back. He shook hands quietly with Col. Neill and several others, and the rather anylous expression which had drifted

anxious expression which had drifte

anxious expression which had drifted over his face between hospitable smiles all the morning disappeared altogether for a little while. But when the yachts crossed weliance was clearly ahead. Sir Thomas kept his nerve, but some of his

friends did not attempt to conceal their

that which sailed out of the Horseshoe with Sir Thomas on the Erin yesterday morning. Most of the baronet's guests went down from the city on the sidewheel

with Marse Henry Watterson nominated Mr. Crimmins for Mayor on the run down), Mr. and Mrs. Henry Siegel, former Lieut.-Gov. Timothy L. Woodruff, and Commedore

Penchen of the Royal Canadian Yacht

she got within cheering distance of any other craft. The first yacht to come within

fee's presence on the Kanawha. Gen. Corbin nodded briefly.

A little later Sir Thomas exchanged similar salutations with R. A. C. Smith, who was on the Privateer, and from that time on he was kept busy waving his hand-kerchief to right and left until he was

through the line of excursion boats and in the clear space behind the racers which it was the Erin's privilege, with the Corsair

and the press boats, to enter.

The yachting sharps on the Erin were all of the opinion that the day's work showed

little of the comparative merits of the con-testants. Here are some of their ideas: Capt. Matthews: I still will have the ut-

cap. Martinews: I still will have the itt-most confidence in the boat. A shift of the wind in the squall gave the Reliance the ad-vantage. After the fog she never had the same wind that Reliance did. Col. Neill of the Royal Clyde Yacht Club:

Talk about Clyde flukes! Sandy Hook beats all the flukes of the world. I never in

"I recognized him before you spoke,

The Erin was cheered noisily every time

was a very distinguished company

"Wait until she comes about," he said.

they were waiting to take ship in Glasgow."

the controversy, anyway.

you know, he's not a horse."

"1,000 to 1-guineas," the Yankee who was

swell) until he had settled a bet.

"Sir Thomas," said Marse Henry, in his

Hear!" cried some of the

There is a green parrot who is not the least considered member of the Erin's company. The parrot is able but tacitum. The Rev. Dr. Vincent Cooke, one of Sir day's proceedings down the bay to discourage his opinion that Shamrock III. The Rev. Dr. Vincent Cooke, one of Sir Thomas's guests yesterday, found great delight in trying to draw out the parrot in conversation. The most the bird would do was to hang on to an upper bar of its cage with its bill, squint at the reverend gentleman out of its off eye and squeal: "Hello, Pol-lee!"

When the preparatory and the starting guns were fired the Polly paused in its is a better boat than Reliance. As soon as it was seen that the yachts had given up the race under orders from the committee boat, he went into the music room of the Erin and chatted awhile with as many of his two hundred guests as the room would hold. He began, with a character

guns were fired the Polly paused in its gymnastic exercises and scratched its head with its left foot. The third gun "There is one matter that we have all noticed. Heretofore, the Shamrocks which have sailed for the Cup, and as we know

"Hello!" shouted Polly, "Shamrock wins!" The Rev. Mr Cooke almost fell over in his have lost, have always been ahead when

astonishment.

"Polly," said he, "did you say 'Shamrock wins'? If you did, whistle!"

"Whooo-e-e-e-e-e-e!" whistled Polly, accurately imitating the boatswain's call.

The Erin's crew has two yellow terriers. They wear green ribbons and take the liveliest possible interest in the races. Whenever there is a rush of the crew and the yachts the dogs shoulder their way through, put their forepaws up on the rail and study the yachts with all the wisdom of expression of a political reporter who has been told by Bird Sim Coler that pickles freely eaten are the only real preventives of seasickness.

Sir Thomas Lipton found that the Japanese Naval Attaché was so much interested in watching the races that he had stayed out on deck to be soaked in the rain. Servants and stewards were sent flying, and oilskins were at once provided for the Mikado's saitor. Then Sir Thomas con-ferred a Shamrock pin upon him and called the attention of all beholders to the act. "See," said he, in his most eloquent tones, "Japan at last wears the Shamrock. It caps her progress. But, after all, I've just found out that our friend here was really born in Ireland, and emigrated to Japan

born in Ireland, and emigrated to Japan when he was very young. That's why he is such a good sailor."

Mr. Takeshita made something of a sensation later by announcing that although Japan was behind in yacht development, he had no doubt that the sport would at once be taken up, and he was quite sure Japan would challenge for the Cup before long. Whereupon Sir Thomas apnounced long. Whereupon Sir Thomas announced that if he failed to lift the Cup this time, he meant to remain in the United States and become an American citizen. Mr. Watterson at once waived the Constitution as between friends and offered Sir Thomas the Democratic nomination for President of the United States.

Just before the starting gun sounded Just before the starting gun sounded, Sir Thomas took an American Beauty rose from the background of the Shamrock horseshoe Mrs. John H. Flagler had sent aboard, and presented it to Miss Crimmins. The young woman said she would rather have a shamrock Perhaps," said Sir Thomas, "it would

be better to twist both together," as he suited the action to the word; "we don't know who will win, yet."

GLASGOW NOT SO SURE. better their fortunes, as had many of their | Scotch Yachtsmen Expected Better Things of the Shamrock.

Special Cable Despatch to THE SUI GLASGOW, Aug. 20 .- Although the supporters of Shamrock III. are not discouraged by her sailing to-day, they do not conceal the fact that they expected her to make a thing almost like triumph on the Erin's bridge. One came when Sir Thomas and his friends thought that Capt. Wringe better showing under the conditions prevailing, which, according to all the degot the better of Capt. Barr at the start. The glow of good feeling beginning then continued for the time, while the wind, as Sir Thomas described it, "held honest and spatches received here, were those mos suitable for her.

The greatest interest was manifested in the race. Large crowds gathered outside the office of the Glasgow Citizen, where numerous bulletins were displayed describing every detail of the race. Keen disappointment was manifested when it was announced that the race had been declared off.

LONDON WON'T BET. and glistening rubber boats, with rain shaurock's Performance Yesterday drops dripping from the ends of his mus-Great Disappointment.

> Special Cable Desputch to THE SUN LONDON, Aug. 20.-Rain to-night spoiled the intended outdoor fireworks displays indicating the progress of the yacht race Everywhere disappointment is expressed that Shamrock III. did not make a better showing in the drifting.

There has been no betting here on the result, and it is safe to say that it is quite impossible now to place money on the challenger.

Bulletins for King Edward.

Special Cable Despatch to THE SUN. MARIENBAD, Bohemia, Aug. 20.-Sir Thomas Lipton sent frequent bulletins to-day to King Edward, who is taking the waters here, informing him of the progress of the race between Shamrock III. and the Reliance.

WHAT THE CROWD CRIED. A Faint "Hooray" for the Reliance and a Big "Hi Yi!" for the N'Yawks.

went down from the city on the shewheed tender Fletcher, which left Pier A at half past 7 o'clock in the morning. Breakfast, was served to those who went out on the As measured by crowd enthusiasm and was served to those who went out on the Fletcher by the Waldorf-Astoria Hotel.

Among Sir Thomas's guests, besides those already mentioned, were: Col. Sharman-Crawford, Gen. and Mrs. Corbin, Gen. Bates, the Hon. Charles Russell, Senator Kearns of Utah, John Arbuckle, John C. Calhoun and Miss Calhoun, E. P. Benjamin, John D. Crimnins and Miss Crimmins, Capt. Campbell. Capt. Cameron. Mr. and crowd numbers there was less popular interest in yesterday's yacht race than in several of those of years gone by. The crowds were there, of course. From 11 o'clock in the morning until the close of the event from 3,000 to 6,000 people stood in Printing House Square. Capt. Campbell, Capt. Cameron, Mr. and Mrs. James H. Flagler, Lady Swetenham, Vesey Knox, M. P., Daniel O'Day (who

There is apparently in New York always a large floating population of people of leisure and of modest financial resources who can be relied upon to assemble in front of bulletin boards and remain there indefinitely, or as long as there is "anything doing." This phalanx formed the nucleus of yesterday's bulletin board crowd. The rest were largely transients.

It was distinctly a different type of crowd from the daily baseball "rooter" assem-

blages. It was as a whole better dressed, less sporty, more restrained in its demeanor. Up to the middle of the afternoon there other craft. The first yacht to come within hailing distance on the trip out to the course was H. H. Rogers's Kanawha, with Gen. Adna R. Chaffee on the bridge. Sir Thomas recognized Gen. Chaffee and using his hands for a trumpet shouted: "Good morning, General."

"Good luck to you, Sir Thomas," roared Gen. Chaffee through a megaphone. Sir Thomas whooped back his thanks and called Gen. Corbin's attention to Gen. Chaffee's presence on the Kanawha. Gen. was only one distinct cheer heard in Print-ing House Square. That was soon after the start, when the Shamrock, having the lead at the outset, was overhauled by the Re-liance. It was a faint, heartless cheer as compared with those to be heard any afternoon when the Giants score a winning run. Along about half-past 2 in the afternoon there did suddenly rise from the crowd one really hearty, ringing cheer. There was a quick rush for favorable places from was a quick rush for favorable places from which to see the bulletin boards and a surging to and fro of the crowds that looked something like life. But it was not the vacht race bulletin that put the electricity into the crowd. It was the fact that the baseball game had begun, and the New Yorks had got seven runs in the first inning and had given Pittsburg an egg. From that moment the crowd wakened into life. The regular "rooter" population had come The regular "rooter" population had come to swell its numbers. There was snap and to swell its numbers. go and plenty of noise from that time on.

> His Watch Lost on the Shinnecock. Joseph G. Taylor, secretary and treasurer of the Standard Rope and Twine Company of 17 State street, drove up to Pier A after the race and reported to Sergt. Paulding that he had been robbed of his watch and chain, valued at \$80, while aboard the Shinnecock

> Eighteen Guns for the Governor. Gov. Odell came up the bay yesterday afternoon after the yacht race on the Naval Reserve vessel Aileen, and was landed at the Barge Office. Then he boarded the launch Samoset and steamed past the Battery. As he left her the Aileen fired a salute of eighteen guns.

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RELIANCE MONEY PLENTIFUL. Between \$50,000 and \$100,000 in Wall Street to Be Placed on Defender.

A flood of Reliance betting money struck the Wall Street district yesterday. At one time in the Broad street curb market anything between \$50,000 and \$100,000 was offering at odds of 2 to 1 that the American boat will win the series of races. The supply of Shamrock money was very limited. The star betting offer made in the curb market was that of a representative of A. O. Brown & Co., who offered to bet any part of \$25,000 at 2 to 1 on the Reliance, no one taking him up. The odds closed on the curb at 2 to 1 offered on the Reliance and 1 to 21/2 bid by Shamrock backers.

William G. Gallagher, who handled money on both sides, offered at the close to bet \$2,000 to \$1,000 on the cup defender, or \$100 to \$250 on the Shamrock. During the day Mr. Gallagher bet \$100 to \$250 with Frederick E. Storey on the Shamrock, and also \$200 to \$450 with George I. Smith that the Reliance will be defeated.

Here are some of the other curb bets, he backers of the Reliance being named first: W. C. Moore, \$2,000 to \$1,000 with Thomas Tucker: Allen McGraw, \$2,500 to \$1.250 with Louis Livingston; A. C. Gwynne, \$500 to \$250 with R. W. Gifford: Floyd, Chapman & Co., \$2,000 to \$1,000 with Frank Phillips; Wrenn Brothers, \$1,000 to \$500 with C. M. Minzesheimer; Annes & Newman, \$1,000 to \$500 with a broker whose name was not made public.

R. W. Gifford made a bet of \$500 on even terms with George Mullarkey that the Shamrock would win a race. At the close of the day Mr. Gifford was offering any part of \$5,000 at 2 to 1 on the Reliance; A. C. Gwynne was offering about the same amount at the same odds, and other brokers were offering on the same terms amounts ranging from \$1,000 to \$500 each. It was figured that Shamrock supporters could have found at least \$50,000 in Reliance money at the close of the day had they cared to come forward.

Frederick H. Brooks, who has acted as a

commissioner in placing considerable yacht race betting money, said that if the Reliance wins the first race he will bet any part of \$10,000 at odds of 3 to 1 that she will win the series. Mr. Brooks handled during the day a little Shamrock money and made a bet of \$500 to \$1,000 with Allan McGraw. Mr. Brooks handled during Another Wall Street bet was that of H. A. Harrison of \$1,000 to \$2,000 that the Shamrock will win a majority of the races in the series, Wrenn Bros. taking the Reliance

The yacht race took a great deal of interbut the remaining two-thirds seemed to be more interested in bulletins from the Highlands of Navesink than in Jacob Field's efforts to turn the market. A small bulletin board was set up on the floor of the Stock Exchange and reports were received and posted there every few minutes. The crowd around this bulletin board was frequently larger than are in board was frequently larger than are in the course right at the stakeposted there every few minutes. The crowd around this bulletin board was frequently larger than any three or four of the trading crowds combined, and when it fell away the faithful who remained had only to yell a little louder, pretending to have a fresh report, and brokers would drop business and come running back from all usiness and come running back from all

It was noticed that the stock market that enthusiasm over the race bulls affected speculative temper bullishly had something to do with the rally that occurred in the late afternoon.

WHAT FOUR ADMIRALS THINK. A Good American Opinion From the New York Yacht Club's Guests.

The cheerfulness and enthusiasm under difficulties of the New York Yacht Club members and their guests on board the Monmouth deserved a better reward than the "no raco" signal. Rain, seasickness. a fight among the waiters, the smashing of china and glassware and a mix-up in the coat room couldn't disturb the serenity of the 900 men and women on the Monmouth, the boat that has been chartered by the club for the series.

There were a lot of naval officers aboard, including four Rear Admirals, Sigsbee, Clark, Forsythe and Gherardi. The Rear Admirals were standing together in a group on the hurricane deck on the run back to New York, and were asked what they thought of the attempt at a race.

"Well, it was certainly Shamrock's day in most everybody's opinion at the start," replied Admiral Sigsbee; "so I think that the result has demonstrated the American boat's superiority. That first tack told the story. One very noticeable thing was that when she dips the Reliance doesn't spill the wind out of her sails as the Sham-

That seemed to be the opinion of all

the other naval officers and of the yachts-men aboard the Monmouth. They called it a Shamrock day so far as weather condiif a Shalling and a series and were all jubilant tions were concerned and were all jubilant over the fact that the defender reached the mark so far ahead of the challenger. "A member of the club," said George A. Freeman, "asked Fife what kind of a day he wanted and he replied that he wanted a day in which he would finish in about five hours and twenty-five minutes. That

neans a day of light winds and that's what we have had to-day."

Commander Alexander Boutakoff, Naval Attaché of the Russian Embassy at Washington was aboard as the guest of C. T. Petersen and was as enthusiastic as any American aboard when the Reliance got the lead.

Count Hoyos of the Austrian Legation was the guest of Chairman Freeman of the steamer committee. Among the other guests aboard the Monmouth were Francis and Frederick Herreshoff, nephews of Nat Herreshoff, the designer of the Reliance and Street

the designer of the Reliance and Street Cleaning Commissioner Woodbury. The Monmouth is a great roller when lying to broadside of the swell, and at luncheon glasses and dishes were swept onto the floor and smashed with almost every roll. One roll spilled all the coats and straw hats off of the numbered shelves onto the floor of the parcel room so that every man with a parcel room so that every man with a coat check had to pull over the heap of clothes to find his own property.

Everybody on the Monmouth was dressed

in proper sea clothes except Gen. McCoskry Butt, who wore the only derby hat on board. One rain squall followed another, but the General didn't lose the curl of his mustache. There was one deserter from the club

boat. The yacht Tillie came as close to the Monmouth as she could with a lively stag party on board. They hailed their friends on the Monmouth and told them through a megaphone that they weren't drinking the right brand of wine. They dared Morton W. Smith to leave the Mort-mouth and come aboard the Tillie. He accepted the challenge and made the trip n the Tillie's small boat.

The side-wheeler Taurus took down a

gay and good-looking party of 752 men and women from the Atlantic Yacht and Crescent Athletic clubs.

THE COURSE WELL POLICED.

MOST OF THE EXCURSION BOATS BEHAVED BEAUTIFULLY,

And Those Which Didn't Were Soon Hustled Out of the Way-Revenue Cutter Fleet Crowded as Usual-A Great Waste of Good Provender by Lunch Carriers

Spectators agreed last night that they had never seen the course patrolled better. and the naval officers on whom that responsibility fell said they had never known the excursion steamers to behave so well The revenue cutter Gresham, in command of Capt. Walker, was the flagship of the patrol fleet, while First Lieut. G. C. Carnine of the Algonquin, who had travelled 1,400 miles from Porto Rico to be present, was the executive officer.

The Onondaga, set aside for Secretary Shaw's private party, steamed away without the Secretary. He got aboard one of the tug-sized revenue cutters and set out on a stern chase for the fleet. Besides Secretary Shaw it took other belated seagoers, including Bird S. Coler, Democratic candidate for Governor at the last election, and Daniel Sully, the recent hero of the bulls in cotton. These others were booked for the Gresham, which was at the head of the column:

When the tug overtook the Onondaga it bassed Secretary Shaw and some members of his party aboard, and the Secretary's activity in jumping from tug to cutter was emarked for its gracefulness.

Meanwhile the Gresham had been steaming ahead and was fully two miles to seaward. It was travelling about fifteen miles an hour. The tug made a stern chase in the interest of Messrs. Coler and Sully and delivered its goods. Collector Stranahan was to have travelled on the Gresham, but he accepted an invitation from Secretary Moody of the navy to make the trip on the Mayflower, which floated the flag of the Secretary of the Navy.

In the wake of the Gresham came the Tuscarora, in command of Capt. Hall; the Onondaga, commanded by Capt. Ross; he Seminole, in charge of Capt. Rogers; the Algonquin, commanded by Capt. Wadsworth: the Windom, in control of Capt. McGuire, and the Dexter in charge of Capt Myrick.

These made the patrol fleet of cutters and with them ran the following yachts, each manned with a revenue officer and acting as a patrol boat for the course: Frederick G. Bourne's Delaware, R. A. C. Saith's Printerent Learner & Widness Smith's Privateer, Joseph E. Widener's Josephine, W. B. Leeds's Norma, August Belmont's Satellite, Samuel T. Stewart's Bellemere, Cornelius Vanderbilt's North Star, F. D. Underwood's Alice, H. H. Rog-ers's Kanawha, Clement Griscom's Alvina, and A. B. Jennings's Tuscarora. The scout boats which acted as messenger boats were August Belmont's Scout, Cornelius Vanderbilt's Mirage and William K. Vanderbilt La's Transpula derbilt, Jr.'s, Tarantula.

As this fleet rounded into the sea along the course set for the race it broke into two columns, the Gresham heading the eastern column and the Seminole the western column. All excursion boats were required to stand outside these lines. The resham had the scout boats Mirage and cout at hand to carry warnings to violators of this order and the western column had

vield to sternness. Then the excursion steamer Plymouth

It was noticed that the stock market began to improve about the time Reliance took the lead over Shamrock, and there were traders who seriously believed the Gresham hailed her through the megaphone her captain merely saluted and turned away. Then the Gresham shouted "Get back out of line. Pay more attention to our signals" and the order was given in such a manner that the Plymouth er big bulk out of the course as fast as she could wheel away.

The Gresham is a roller, and when she was standing at the head of the column lose to the stakeboat the ground swel shook up her happy passengers and chased them away from their lunch and to the precautions against seasickness. At the same time an accident occurred which fev of the passengers learned of.

On the Gresham was an 1,800-pound Hotchkiss 3-inch gun, which had been put aboard for delivery at Baltimore, to which port the Gresham is destined when the races are over. This rather clumsy gun had been put in the drum room because here was no other place where it could be odged conveniently. It had been taken from the wheels and was on wooden chugs. The roll set it in motion in the room through which the massive smokestack and the exhaust pipes pass. Had it been on wheels it would, the officers said, have swept brough the side of the vessel. As it was its movements threatened the ext pipe at which its muzzle was pointed.

The Japanese cook, whose cabin was next to it, discovered the activity ,800-pound missile and reported it to the officer of the deck, who called a force of jackies, and they bound it up with ropes from both sides of the room and left it

When the Shamrock had put about and the race was off the patrol fleet organized for the homeward trip. All the private yachts and excursion boats got off with-out a moment's delay, but the cutters had to return as a fleet and in the order by which they came. This occasioned a little delay, and on the homeward run the Gresham almost distanced the rest. Coming to Tompkinsville she slacked up and the fleet and the Mayflower caught up. As the Mayflower came to anchor the Onondaga fired a salute to Secretary Moody who then disembarked.

The revenue cutters carried their full quota of sightseers, who had secured Armstrong giving them the privilege, a though Secretary Shaw, it was undera though Secretary Shaw, it was under-stood, had given orders that the boats were not to carry any more passengers than hey could comfortably accommodate Several of the cutters went out with their decks crowded with sightseers. The Gresham, the flagship of the fleet; the Algonquin and the Tuscarora, three of the largest boats, had so many on board that seats were at a premium, and three-fourths of the people on board them had to stand most of the day.

The revenue outter fleet anchored off Tompkinsville and two small cutters took the guests to them from the wharf at St. George. Nearly all of those who held the tickets issued by the Treasury Department carried lunch boxes. Lots of parties had baskets evidently made up by caterers. Some of them were brought back as full as they had been taken out. The revenue cutters are great rollers in the Atlantic ground swell. Every one who

went out yesterday found that out, a went out yesterially found many to their intense sorrow. On board the Algonquin fully half the guests were disabled early in the day. When the seadisabled early in the day. When the sea-sick passengers retired to the lower regions in most cases they forgot their lunch boxes "Clear the decks of that stuff," sang out an officer on the Algonquin, who evidently thought the lunches had been eaten. Several nimble sailors went to work and over into he sea went the daintily prepared lunch еопы

Jolly Time at the Atlantic Yacht Club. The Atlantic Yacht Club kept open house for its friends last night at the clubhouse at Sea Gate. After returning from the Cup races the members and their friends sat down to dinner, which was followed by a vaudeville performance. Many references were made to the Shamrock and Reliance in song and otherwise.

Cholera Infantum This dreadful Summer disease takes away

housands of children annually



This terrible mortality could be stopped by giving the little sufferers

Duffy's Pure Malt Whiskey

diluted with water.

Duffy's Pure Malt Whiskey is also invaluable in adult cases of diarrhoa, dysentery, cholera morbus, and all forms of Summer complaints. Use Duffy's Pure Malt Whiskey in drinking water and you will not be troubled with these Summer diseases. Keep well, strong and vigorous by using Duffy's Pure Malt Whiskey. It kills the disease germs. Sold at all druggists, grocers, or direct, at \$1.00 a bottle. Duffy Malt Whiskey Co., Rochester, N. Y. Medical booklet free.

SECY SHAW LOST AND FOUND.

The Secretary Misunderstood Directions But Got to the Onondaga After All. Two wagons loaded with things to eat and drink arrived at the Battery at 7 o'clock

yesterday morning and a man in charge of the two loads explained that they had been ordered for the revenue cutter Onondaga, from which the Hon. Leslie Shaw, Secretary of the Treasury, intended to view the yacht race. The driver of one of the wagons ex-

plained that he was to meet Mr. Shaw's private secretary, Edwards, at the Battery but that Mr. Edwards could not be found. The commander of the revenue cutter Manhattan, on which Mr. Shaw was to have gone to the Onondaga, was also anxious to know where Mr. Edwards was. Finally at 8:30 o'clock Mr. Edwards ar-

rived. He told the newspaper men that Secretary Shaw had started from Boston and that histrain had arrived at the Grand Contral Station, but that in some way or other the Secretary had got sidetracked. Mr. Edwards hadn't even found the sleeping car in which Mr. Shaw ought to have arrived "I don't know what to make of it." said Mr. Edwards. "I suppose the only thing

left to do is to get the refreshments on

board the Onondaga, so that Secretary Shaw's guests will not be disappointed." The Manhattan waited until a few minutes before 9. Then with all the things to eat and drink, but without Mr. Shew she left the Battery to make connection with the Onondaga.

Private Secretary Edwards went along, but left word for Mr. Shaw that he might get aboard the Onondaga by going to Tompkinsville and then taking a revenue cutter which would be kept waiting for

him until 9:15 o'clock. Mr. Shaw didn't appear. He had been under the impression that he was to go by ferry to the St. George landing at Staten Island and from there by a revenue outter to the Onondaga. He had arrived from Boston all right and had started across the Staten Island ferry to St. George while the cutter Manhattan was waiting for him at the Barge Office.

He didn't get to St. George in time to catch the Onondaga before she sailed, but a swift little cutter took him aboard and overhauled the Onondaga, so he didn' miss the race.

To-morrow's Weather.

The official weather prophet thinks there will be fair weather for to-morrow's race with light north winds, which will shift to the east and freshen up to a good breeze.

TRY FEEDING

Instead of a Journey for Health.

The sick person has not exhausted all of his resources until he has tried the value of proper, pure, and scientifically made food. It often happens that when medica

skill has been exhausted a person thinks change of climate necessary. That's the time to change the food. A big man in New York City whose normal weight is around the 230-pound mark had run down to 173 pounds. "

was so ill," he says, "that my doctor ordered me to go South, but as I could not afforto go I hesitated and then along came friend who persuaded me to try the food Grape-Nuts. Am glad to say I did so, for I gained back my lost 60 pounds and I now feel fine all the time, never felt better in all

my life, and that means I am well and strong, didn't have to go South, saved the money and am all right." Name given by Postum Co., Battle Creek, Mich.

This shows what a delicious food can do when it is pure and the right kind.-Adv.

BUSINESS NOTICES.

Mrs. Winslow's Soothing Syrup for children teething softens the gums, reduces inflammation, allays pain, cures wind colle, diarrhea. 25c. a bottle

DIED.

CUSHMAN .- GRAND LODGE, PREE AND ACCEPTED Masons.—The officers and permanent members of the Grand Lodge are fraternally requested to attend the obsequies of M. W. W. Cushman, at 353 Elmwood ave., Bufak on Saturday afternoon, the 22d inst., at 2 o'clock. ELBERT CRANDALL, Grand Master EDWARD M. L. EHLERS, Grand Secretary.

GRAY.—At his parents' home, 1134A Herkimer st. Brooklyn, Aug. 19, Noel S. Gray. Services at residence, 8 P. M. Friday. Interment private, Saturday.

PRINDLE .- On Wednesday, Aug. 19, 1903, Edward Beecher Prindle, beloved husband of Louise Adelaide Prindle. Funeral services at Trinity Chapel, 15 Wes

25th st., on Friday, Aug. 21, at 2 o'clock P. M. Interment at Woodlawn at convenience of REID .- Suddenly, at her residence, Scarsdale N. Y., on Wednesday, Aug. 19, Emma Gardner

widow of Aaron Bertrand Reid. Funeral private. YOUNG.-On Tuesday, Aug. 18, Laura Delavar

daughter of Josepha M. and the late Edmund

Murray Young of New York.

Funeral service Friday, Aug. 21, at 10 A. M. Trinity Church, Broadway at Wall st. ment at Poughkeepste, N. Y.

CEMETERIES.

Woodlawn Cemetery

is the most accessible cometery of the inetropolis by Harlem trains, trai-ley or carriage. Thirty minutes from Grand Central. Lets sold at \$125 np. Send for descriptive Booklet, or by request a representative will call.

OFFICE 20 EAST 23D ST., N. Y. CITY.